

In the Claims:

1. (Currently Amended) A method of monitoring a vehicular state, the method comprising:

receiving a first signal at a vehicle; the first signal being received at the vehicle at a first frequency from a first device external to the vehicle prior to the vehicle having reached a location; the first signal including an identity associated with the first device;

receiving a second signal at the vehicle; the second signal being received at the vehicle at a second frequency from a second device external to the vehicle after the vehicle has traveled beyond the location; the second signal including an identity associated with the second device; wherein the second device is functionally different from the first device;

transmitting data from [[a]] the vehicle at the second frequency responsive to at least one device external to the vehicle in response to the vehicle having received the first and second signals and having violated at least one aspect of law;

storing the data at the vehicle responsive to receiving at the vehicle a confirmation signal from the second device indicating that the data transmitted by the vehicle has been received by the second device; and

refraining from responding to at least one other signal that is received at the vehicle from the second device after receiving the confirmation signal; wherein refraining is responsive to receiving the confirmation signal and to the at least one other signal including the identity associated with the second device;

wherein transmitting data from the vehicle is performed a plurality of times responsive to a respective plurality of signals received at the vehicle from the second device prior to receiving the confirmation signal at the vehicle and wherein transmitting data from the vehicle is suppressed following receiving the confirmation signal at the vehicle even though one or more signals including the identity associated with the second device are received at the vehicle from the second device after receiving the confirmation signal at the vehicle.

2. (Currently Amended) A vehicular monitoring method comprising:

receiving an interrogation signal at a vehicle from an interrogation device external to the vehicle; the interrogation signal including an identity associated with the interrogation

device and being received at the vehicle at a frequency transmitted by the interrogation device;

transmitting from [[a]] the vehicle, a data packet including information relating to a law, safety, traffic management and/or traffic control process, in response to receiving [[an]] the interrogation signal at the vehicle;

storing the data packet at the vehicle if the vehicle and/or a content thereof is/are in violation of at least one aspect of law responsive to receiving a confirmation signal at the vehicle from the interrogation device indicating that the data packet has been received by the interrogation device; and

refraining from responding to at least one other signal that is received at the vehicle from the interrogation device responsive to receiving the confirmation signal and the at least one other signal; the at least one other signal including the identity associated with the interrogation device;

wherein transmitting from the vehicle is performed at the frequency transmitted by the interrogation device, transmitting from the vehicle is performed a plurality of times responsive to a respective plurality of signals received at the vehicle from the interrogation device before receiving the confirmation signal at the vehicle and wherein transmitting from the vehicle is suppressed following receiving the confirmation signal at the vehicle even though one or more signals, each including the identity associated with the interrogation device, are received at the vehicle from the interrogation device after receiving the confirmation signal at the vehicle.

3. (Currently Amended) A method according to Claim 2:

wherein the interrogation signal further includes information to the vehicle and/or a request for information from the vehicle relating to a law, safety, traffic management and/or traffic control process; and

wherein transmitting comprises transmitting from the vehicle, [[a]] the data packet further including an identification of the vehicle and/or an indication of a value of at least one vehicular parameter, a vehicular state, a state of vehicular content(s), a state of vehicular occupant(s), an identity of a content of the vehicle, and/or an identity of an occupant of the vehicle that is related to a law, safety, traffic management and/or traffic control process, in response to receiving the interrogation signal at the vehicle.

4. (Currently Amended) A method according to Claim 2:

wherein transmitting is preceded by receiving a notification signal at the vehicle from a notification device external to the vehicle; the notification device being functionally different from the interrogation device; the notification signal including that includes information to the vehicle and/or a request for information from the vehicle relating to a law, safety, traffic management and/or traffic control process; and

wherein transmitting comprises transmitting from the vehicle, [[a]] the data packet further including an identification of the vehicle and/or an indication of [[the]] a value of at least one vehicular parameter, a vehicular state, a state of vehicular content(s), a state of vehicular occupant(s), an identity of a content of the vehicle, and/or an identity of an occupant of the vehicle that is related to a law, safety, traffic management and/or traffic control process, in response to receiving the notification signal and the interrogation signal at the vehicle.

5. (Currently Amended) A method according to Claim [[2]] 4 wherein transmitting and receiving are based upon comprise a Time Division Duplex (TDD) protocol, the interrogator device is configured to transmit to the vehicle and receive from the vehicle, the notification device is configured to transmit to the vehicle and not receive from the vehicle and the interrogator device and notification device are distinct and spaced apart therebetween.

6. (Currently Amended) A method according to Claim 2 wherein transmitting comprises:

transmitting from [[a]] the vehicle, [[a]] the data packet further including an identification of the vehicle and/or an indication that the vehicle is speeding, is subject to unauthorized use, has not passed inspection, is used by an impaired operator, has not engaged a seat-belt mechanism, has not stopped at a stop sign, has violated a traffic light command, is engaged in and/or may potentially become engaged in unlawful activity, is in distress and/or has executed a turn without using a turn signal indicator, in response to receiving [[an]] the interrogation signal at the vehicle.

7. (Previously Presented) A method according to Claim 6 wherein transmitting is preceded by:

receiving at the vehicle, the interrogation signal; and

determining at the vehicle, whether the vehicle is speeding, is subject to unauthorized use, has passed inspection, is used by an impaired operator, has not engaged a seat-belt mechanism, has not stopped at a stop sign, has violated a traffic light command, is engaged in and/or may potentially become engaged in unlawful activity, is in distress and/or has executed a turn without using a turn signal indicator, based upon information provided by the interrogation signal and/or information provided by at least one sensor of the vehicle.

8. (Currently Amended) A method according to Claim 2:

wherein transmitting is preceded by receiving at the vehicle, a notification signal from a notification device external to the vehicle; the notification device being functionally different from the interrogation device;

wherein transmitting also is preceded by receiving [[an]] the interrogation signal at the vehicle; and

wherein transmitting comprises transmitting from the vehicle, [[a]] the data packet further including an identification of the vehicle and/or an indication that the vehicle is speeding, is subject to unauthorized use, has not passed inspection, is used by an impaired operator, has not engaged a seat-belt mechanism, has not stopped at a stop sign, has violated a traffic light command, is engaged in and/or may potentially become engaged in unlawful activity, is in distress and/or has executed a turn without using a turn signal indicator, in response to receiving the notification signal and the interrogation signal at the vehicle.

9. (Currently Amended) A method according to Claim 2:

wherein transmitting is preceded by receiving at the vehicle, a notification signal from a notification device external to the vehicle; the notification device being functionally different from the interrogation device;

wherein transmitting also is preceded by receiving [[an]] the interrogation signal at the vehicle;

wherein transmitting also is preceded by determining at the vehicle, whether the vehicle is speeding, is subject to unauthorized use, has passed inspection, is used by an

impaired operator, has not engaged a seat-belt mechanism, has not stopped at a stop sign, has violated a traffic light command, is engaged in and/or may potentially become engaged in unlawful activity, is in distress and/or has executed a turn without using a turn signal indicator, based upon information provided by the interrogation signal, notification signal and/or information provided by at least one sensor of the vehicle; and

wherein transmitting comprises transmitting from the vehicle, [[a]] the data packet further including an identification of the vehicle and/or an indication that the vehicle is speeding, is subject to unauthorized use, has not passed inspection, is used by an impaired operator, has not engaged a seat-belt mechanism, has not stopped at a stop sign, has violated a traffic light command, is engaged in and/or may potentially become engaged in unlawful activity, is in distress and/or has executed a turn without using a turn signal indicator, in response to receiving the notification signal and the interrogation signal at the vehicle.

10. (Currently Amended) A method according to Claim 2 wherein transmitting comprises:

selectively transmitting from the vehicle, [[a]] the data packet further including an identification of the vehicle and/or an indication that a vehicular state is outside a limit that is related to a law and/or safety and/or an indication of a state of ~~vehicular parameter(s)~~ and/or ~~vehicular content(s) that is related to a law and/or safety, if a~~ only if the vehicular state is outside [[a]] the limit that is related to [[a]] the law and/or safety and/or a state of ~~vehicular parameter(s)~~ and/or ~~vehicular content(s) is outside a limit that is related to a law and/or safety, in response to receiving [[an]] the~~ interrogation signal and/or a notification signal at the vehicle.

11. (Currently Amended) A method according to Claim 2 wherein transmitting from the vehicle [[the]] information relating to a law, safety, traffic management and/or traffic control process comprises at least one of the following parameters:

- a speed of the vehicle;
- an indication of vehicular position and/or time-of-day;
- an acceleration of the vehicle;
- a speed of the vehicle over a predetermined time interval;
- an acceleration of the vehicle over a predetermined time interval;

stop sign data;
traffic light data;
left- or right-turn data;
vehicle distress status;
vehicle theft status;
sobriety status of an operator of the vehicle;
data relating to vehicular content(s) and/or occupant(s);
seat belt status; and/or
vehicle inspection status.

12. (Currently Amended) A method according to Claim [[5]] 3 wherein receiving [[an]] the interrogation signal at the vehicle comprises:

receiving an interrogation signal that includes an indication of a speed limit and an indication of a position and/or a time-of-day at which the speed limit is in effect.

13. (Currently Amended) A method according to Claim [[2,]] 12 wherein transmitting is followed by:

receiving the confirmation signal indicating that the data packet that was transmitted has been received.

14. (Currently Amended) A method according to Claim 13 wherein the interrogation signal includes an interrogator identification of the interrogation device and wherein receiving the confirmation signal is followed by:

refraining from transmitting from the vehicle, the data packet, in response to receiving subsequent interrogation signals that include the interrogator identification of the interrogation device, at the vehicle, within a predefined predetermined time and/or distance traveled by the vehicle since receiving the confirmation at the vehicle signal.

15. (Currently Amended) A method according to Claim 4 wherein receiving a notification signal at the vehicle is followed by:

transmitting at least one message signal from the vehicle before the interrogation signal is received at the vehicle and wherein the interrogation device transmits the

interrogation signal that is received at the vehicle responsive to the at least one signal that is transmitted from the vehicle.

16. (Previously Presented) A method according to Claim 2 wherein the data packet further comprises at least one of the following:

- a theft state of the vehicle;
- a distress state of the vehicle; and/or
- a message from an occupant of the vehicle.

17. (Previously Presented) A method according to Claim 2 wherein the interrogation signal further comprises at least one of the following:

- road, traffic, safety and/or accident information;
- weather information;
- vehicular theft information;
- broadcast information;
- commercial information; and/or
- a personal message.

18. (Previously Presented) A method according to Claim 4 wherein the notification signal further comprises at least one of the following:

- road, traffic, safety and/or accident information;
- weather information;
- vehicular theft information;
- broadcast information;
- commercial information; and/or
- a personal message.

19. (Currently Amended) A method according to Claim 2:
wherein transmitting is preceded by receiving a notification signal at the vehicle[[, that includes]] from a notification device external to the vehicle; the notification signal including identifications of stolen vehicles; the notification device being functionally different from the interrogation device; and

wherein transmitting comprises transmitting from the vehicle, [[a]] the data packet further including an identification of the vehicle and/or an indication that the vehicle is included in the identifications of stolen vehicles, in response to receiving the notification signal and the interrogation signal at the vehicle.

20. (Previously Presented) A method according to Claim 19 wherein receiving a notification signal at the vehicle that includes identifications of stolen vehicles is performed while the vehicle is stopped at a traffic light.

21. (Previously Presented) A method according to Claim 5 wherein the interrogation signal is received over a selected frequency and/or code in a set of frequencies and/or codes and wherein the data packet is transmitted over the selected frequency and/or code in the set of frequencies and/or codes.

22. (Currently Amended) A method according to Claim 15 wherein transmitting [[a message]] at least one signal from the vehicle is performed at least twice over different frequencies and/or codes in a set of frequencies and/or codes before the interrogation signal is received at the vehicle.

23. (Previously Presented) A method according to Claim 22 wherein the interrogation signal is received over a selected frequency and/or code in a set of frequencies and/or codes and wherein the data packet is transmitted over the selected frequency and/or code in the set of frequencies and/or codes.

24. (Currently Amended) A method according to Claim 2:
wherein transmitting is preceded by receiving a notification signal at the vehicle[[; that includes]] from a notification device external to the vehicle; the notification signal including an indication of a state of a traffic light; the notification device being functionally different from the interrogation device; and

wherein transmitting comprises transmitting from the vehicle, [[a]] the data packet further including an identification of the vehicle [[and/or an]] and the indication of a state of a traffic light that was included in the notification signal and received at the vehicle, in

response to receiving the notification signal and the interrogation signal at the vehicle and in response to the vehicle having violated a traffic light command.

25. (Currently Amended) A method according to Claim 2:

wherein transmitting is preceded by receiving a notification signal at the vehicle from a notification device external to the vehicle, the notification signal including that includes an indication that a stop sign is proximate to the vehicle; the notification device being functionally different from the interrogation device;

wherein transmitting also is preceded by receiving [[an]] the interrogation signal at the vehicle;

wherein transmitting also is preceded by determining, at the vehicle, a minimum velocity attained by the vehicle and/or whether the vehicle has stopped between ever a predetermined time interval and/or distance traveled by the vehicle relative to a time of reception at the vehicle of the notification signal [[and/or]] and a time of reception at the vehicle of the interrogation signal at the vehicle; and

wherein transmitting comprises transmitting from the vehicle, [[a]] the data packet further including an identification of the vehicle [[and/or]] and an indication that the vehicle has not stopped and/or an indication of the minimum velocity attained by the vehicle, or that the vehicle has stopped, in response to receiving the notification signal and the interrogation signal at the vehicle.

26. (Currently Amended) A method according to Claim 2 wherein transmitting is preceded by:

receiving a first notification signal at the vehicle, from a first notification device external to the vehicle, the first notification signal indicating that indicates that the vehicle is approaching a traffic light set;

receiving a second notification signal at the vehicle, from a second notification device external to the vehicle, the second notification signal indicating that indicates a state of a traffic light assembly; the second notification device being distinct from the first notification device and at a distance from the first notification device; and

wherein transmitting comprises transmitting from the vehicle, [[a]] the data packet further including an identification of the vehicle and/or at least one other parameter that

indicates whether a traffic light state has been violated by the vehicle, in response to receiving the interrogation signal at the vehicle.

27. (Currently Amended) A method according to Claim 26:

wherein the first notification signal further comprises an identification of [[a]] the traffic light set and/or an identification of a frequency and/or code [[for]] associated with the second notification signal;

wherein the second notification signal comprises an identification of [[a]] the traffic light assembly as pertaining to a left turn, a right turn or straight, and a state of the traffic light assembly; and

wherein transmitting comprises transmitting from the vehicle, [[a]] the data packet including an identification of the vehicle [[and/or]] and at least one other parameter that indicates that the vehicle has violated a traffic light assembly state, in response to receiving the interrogation signal at the vehicle.

28. (Currently Amended) A method according to Claim 2 wherein transmitting and receiving comprises a Time Division Duplex (TDD) protocol; wherein receiving further comprises receiving at the vehicle an indication of a position associated with the interrogation device and a Time-of-Day (TOD) indication associated with the interrogation device; and wherein transmitting further comprises transmitting from the vehicle the identity associated with the interrogation device, the indication of a position associated with the interrogation device and the Time-of-Day (TOD) indication associated with the interrogation device, is preceded by:

receiving a first notification signal at the vehicle, that indicates that the vehicle is approaching a traffic light set;

receiving a second notification signal at the vehicle, that indicates a state of a traffic light assembly; and

receiving an interrogation signal at the vehicle; and

wherein transmitting comprises transmitting from the vehicle, a data packet including an identification of the vehicle and/or at least one other parameter that indicates a state of a traffic light assembly, in response to receiving the interrogation signal at the vehicle.

29. (Currently Amended) A method according to Claim 2:
wherein transmitting is preceded by activating a transmitter on the vehicle manually
and/or remotely; and
wherein transmitting is performed in response to receiving the interrogation signal at
the vehicle using the transmitter that is activated, in response to receiving an interrogation
signal at the vehicle.

30. (Previously Presented) A method according to Claim 29 wherein activating is
performed by an owner of the vehicle, an insurance agency associated with the vehicle and/or
by a governmental agency.

31. (Currently Amended) A method according to Claim 2 wherein transmitting is
preceded by:

confirming that transmitting from the vehicle [[and/or]] and receiving at the vehicle is
not impaired by an equipment malfunction and/or interference.

32.-49. (Cancelled)

50. (Currently Amended) A vehicular monitoring system comprising:
~~— a vehicle transponder, that is configured to mount in a vehicle and is further~~
~~configured to transmit a data packet including an indication of at least one parameter of the~~
~~vehicle, a vehicular state, a state of vehicular content(s), a state of vehicular occupant(s), an~~
~~identity of a vehicular content and/or an identity of a vehicular occupant that is related to a~~
~~law, safety, traffic management and/or traffic control, in response to receiving an~~
~~interrogation signal. comprising a vehicle transponder, the vehicle transponder configured to:~~
mount in a vehicle;
receive an interrogation signal from an interrogation device external to the vehicle;
transmit a data packet relating to a law, safety, traffic management and/or traffic
control, in response to receiving the interrogation signal;
store the data packet, if the vehicle and/or a content thereof is/are in violation of at
least one aspect of law, in response to a confirmation signal transmitted by the interrogation

device and received by the vehicle transponder; the confirmation signal indicating that the interrogation device has received the data packet; and

refrain from providing a response, to at least one other signal that is received by the vehicle transponder from the interrogation device, responsive to the confirmation signal that is received by the vehicle transponder and responsive to the at least one other signal containing an identity associated with the interrogation device;

wherein each one of the interrogation signal and the at least one other signal includes the identity associated with the interrogation device and is received by the vehicle transponder at a frequency transmitted by the interrogation device, the vehicle transponder transmits the data packet at the frequency transmitted by the interrogation device, the vehicle transponder transmits the data packet a plurality of times responsive to a respective plurality of signals received by the vehicle transponder from the interrogation device before the confirmation signal is received by the vehicle transponder and wherein the vehicle transponder is further configured to not transmit in response to having received the confirmation signal even though one or more signals that include the identity associated with the interrogation device are received by the vehicle transponder after the confirmation signal is received by the vehicle transponder.

51. (Currently Amended) A system according to Claim 50:

wherein the interrogation signal includes information to the vehicle an indication of at least one parameter and/or a request for information from the vehicle relating to a vehicular parameter, a vehicular state, a state of vehicular content(s), a state of vehicular occupant(s), an identity of the vehicle, an identity of a content of the vehicle and/or an identity of an occupant of the vehicle relating to a law, safety, traffic management and/or traffic control; and

wherein the vehicle transponder is further configured to transmit by transmitting [[a]] the data packet further including an identification of the vehicle, a vehicular parameter, a vehicular state, a state of vehicular content(s), a state of vehicular occupant(s), an identity of a content of the vehicle and/or an identity of an occupant of the vehicle and/or an indication that the vehicle is compliant or non-compliant with the parameter that is related to the law and/or provides other information that is related to a law, safety and/or traffic management and/or control, in response to receiving the interrogation signal.

52. (Currently Amended) A system according to Claim 50:
wherein the vehicle transponder is further configured to receive a notification signal
from a notification device external to the vehicle that is functionally different from the
interrogation device; wherein the notification signal [[that]] includes an indication of
information to the vehicle and/or a request for information from the vehicle that is related to a
law, safety and/or a traffic management and/or control process; and

wherein the vehicle transponder is further configured to transmit by transmitting [[a]]
the data packet further including an identification of the vehicle and/or data relating an
indication that the vehicle is compliant or non-compliant with the indication of information
and/or information that is related to the request for information, in response to receiving the
notification signal and the interrogation signal.

53. (Currently Amended) A system according to Claim [[50]] 52 wherein the
vehicle transponder is further configured to receive [[an]] the interrogation signal and to
transmit the data packet based upon a Time Division Duplex (TDD) protocol, wherein the
interrogator device is configured to transmit to the vehicle transponder and to receive from
the vehicle transponder, the notification device is configured to transmit to the vehicle
transponder and not receive from the vehicle transponder and the interrogator device and
notification device are distinct and spaced apart therebetween.

54. (Currently Amended) A system according to Claim 50 wherein the vehicle
transponder is further configured to transmit by transmitting [[a]] the data packet further
including an identification of the vehicle and/or an indication that the vehicle is speeding, in
response to receiving [[an]] the interrogation signal that includes an indication of a speed
limit.

55. (Previously Presented) A system according to Claim 54 wherein the vehicle
transponder is further configured to:

receive the interrogation signal that includes an indication of a speed limit; and
calculate whether the vehicle is speeding based upon the indication of a speed limit
and an indication of a speed of the vehicle.

56. (Currently Amended) A system according to Claim 50 wherein the vehicle transponder is further configured to:

receive a notification signal from a notification device external to the vehicle that is functionally different from the interrogation device; the notification signal including that includes an indication of a speed limit; and

receive [[an]] the interrogation signal;

wherein the vehicle transponder is further configured to transmit by transmitting [[a]] the data packet further including an identification of the vehicle and/or an indication that the vehicle is speeding, in response to receiving the notification signal and the interrogation signal.

57. (Currently Amended) A system according to Claim [[50]] 56 wherein the vehicle transponder is further configured to:

receive [[a]] the notification signal that includes an indication of a speed limit and further includes an indication of a position and/or a time-of-day at which the speed limit is in effect;

receive [[an]] the interrogation signal; and

calculate whether the vehicle is speeding, based on the indication of a speed limit and an indication of a speed of the vehicle; and

wherein the vehicle transponder is further configured to transmit by transmitting a data packet further includes including an identification of the vehicle and/or an indication that the vehicle is speeding, in response to receiving the notification signal and the interrogation signal.

58. (Currently Amended) A system according to Claim 50 wherein the vehicle transponder is further configured to transmit by selectively transmitting [[a]] the data packet further including an identification of the vehicle and/or an indication that the vehicle is in non-compliance with a parameter and/or a state that is related to a law and/or safety, if the vehicle is in non-compliance with the parameter and/or the state that is related to the law and/or safety and to not transmit if the vehicle is in compliance with the parameter that is related to the law and/or safety, in response to receiving [[an]] the interrogation signal.

59. (Currently Amended) A system according to Claim 50 wherein the data packet at least one parameter of the vehicle that is related to a law comprises at least one of the following parameters:

- a speed of the vehicle;
- stop sign data;
- turn signal indicator status;
- a state of vehicular content(s);
- traffic light data;
- seat belt status; and/or
- vehicle inspection status.

60. (Currently Amended) A system according to Claim [[53]] 51 wherein the vehicle transponder is further configured to receive an interrogation signal by receiving an interrogation signal that includes an indication of a speed limit and an indication of a position and/or a time-of-day at which the speed limit is in effect.

61. (Previously Presented) A system according to Claim 50, wherein the vehicle transponder is further configured to receive confirmation that the data packet that was transmitted has been received.

62. (Currently Amended) A system according to Claim 61 wherein the interrogation signal includes an interrogator identification and wherein the vehicle transponder is further configured to refrain from transmitting the data packet in response to receiving subsequent interrogation signals that include the interrogator identification, within a predefined time interval and/or distance traveled by the vehicle relative to [[the]] a time of receiving the confirmation by the vehicle transponder.

63. (Currently Amended) A system according to Claim 52 wherein the vehicle transponder is further configured to transmit a signal responsive to having received the notification signal message from the vehicle until the interrogation signal is received by the vehicle transponder.

64. (Currently Amended) A system according to Claim 50 wherein the data packet further comprises at least one of the following:

- a theft status of the vehicle;
- a velocity and/or an acceleration of the vehicle;
- a sobriety state of [[the]] an operator of the vehicle;
- a state of the vehicle and/or a state of [[the]] occupant(s) of the vehicle;
- information related to [[the]] occupant(s) and/or content(s) of the vehicle;
- a request for information;
- a distress status of the vehicle and/or an occupant of the vehicle; and/or
- a message from an occupant of the vehicle.

65. (Currently Amended) A system according to Claim 50 wherein the interrogation signal further comprises at least one of the following:

- road, traffic and/or accident information;
- weather information;
- safety information;
- vehicular theft information;
- a request for information related to a vehicular parameter and/or state;
- a request for information related to [[the]] content(s) of [[a]] the vehicle;
- a request for information related to [[the]] occupant(s) of the vehicle;
- a request for information related to a sobriety state of [[the]] an operator of [[a]] the vehicle;
- commercial information; and/or
- one or more personal messages.

66. (Previously Presented) A system according to Claim 52 wherein the notification signal further comprises at least one of the following:

- road, weather, traffic, alternate route, safety, emergency, accident information, a signal for determining and/or adjusting a trajectory and/or position of the vehicle; and/or
- vehicular theft information.

67. (Currently Amended) A system according to Claim 50:
wherein the vehicle transponder is further configured to receive a notification signal
from a notification device external to [[at]] the vehicle that is functionally different from the
interrogation device, wherein the notification signal includes identifications of stolen
vehicles; and

wherein the vehicle transponder is further configured to transmit by transmitting [[a]]
the data packet further including an identification of the vehicle and/or an indication that the
vehicle is included in the identifications of stolen vehicles, in response to receiving the
notification signal and the interrogation signal.

68. (Currently Amended) A system according to Claim 67 wherein the vehicle
transponder is further configured to receive [[a]] the notification signal that includes
identifications of stolen vehicles while the vehicle is stopped at a traffic light.

69. (Currently Amended) A system according to Claim [[53]] 50 wherein the
vehicle transponder is configured to receive the interrogation signal over a selected frequency
and/or code in a set of frequencies and/or codes and wherein the vehicle transponder is
configured to transmit the data packet over the selected frequency and/or code in the set of
frequencies and/or codes.

70. (Currently Amended) A system according to Claim 63 wherein the vehicle
transponder is configured to transmit the message signal at least twice over different
frequencies and/or codes in a set of frequencies and/or codes until and/or after the
interrogation signal is received at the vehicle.

71. (Previously Presented) A system according to Claim 70 wherein the vehicle
transponder is further configured to receive the interrogation signal over a selected one of the
different frequencies and/or codes in a set of frequencies and/or codes and wherein the
vehicle transponder is further configured to transmit the data packet over the selected
frequency and/or code in the set of frequencies and/or codes.

72. (Currently Amended) A system according to Claim 50:

wherein the vehicle transponder is further configured to receive a notification signal from a notification device external to the vehicle that is functionally different from the interrogation device; wherein the notification signal at the vehicle that includes an indication of a state of a traffic light assembly; and

wherein the vehicle transponder is further configured to transmit by transmitting [[a]] the data packet further including an identification of the vehicle and/or [[an]] the indication of a state of a traffic light assembly, in response to receiving the notification signal and the interrogation signal.

73. (Currently Amended) A system according to Claim 50 wherein the vehicle transponder is further configured to:

receive a notification signal from a notification device external to the vehicle that is functionally different from the interrogation device; wherein the notification signal [[that]] includes an indication that a stop sign is proximate to the vehicle;

receive [[an]] the interrogation signal; and

determine a velocity measure of the vehicle over a predetermined time interval, [[and/or]] whether the vehicle has stopped over the predetermined time interval and/or whether the vehicle has stopped over a predetermined distance traveled by the vehicle; and

wherein the vehicle transponder is further configured to transmit by transmitting [[a]] the data packet further including an identification of the vehicle, [[and/or]] the velocity measure of the vehicle over the predetermined time interval, [[and/or]] an indication that the vehicle has stopped or not stopped over the predetermined time interval and/or an indication that the vehicle has stopped or not stopped over the predetermined distance traveled by the vehicle, in response to receiving the notification signal and the interrogation signal.

74. (Currently Amended) A system according to Claim [[50]] 72 wherein the vehicle transponder is further configured to:

receive a first notification signal from a first notification device external to the vehicle that is functionally different from the interrogation device; wherein the first notification signal includes information that indicates that the vehicle is approaching a traffic light configuration;

receive a second notification signal from a second notification device external to the vehicle that is functionally different from the interrogation device and from the first notification device; wherein the second notification signal includes information that indicates a state of a traffic light assembly;

determine whether a traffic light command violation occurred based on the information that indicates a state of a traffic light assembly in the second notification signal;
and

receive [[an]] the interrogation signal; and

wherein the vehicle transponder is further configured to transmit by transmitting [[a]] the data packet including [[an]] the identification of the vehicle and/or at least one other parameter that indicates whether a traffic light command has been violated, in response to receiving the interrogation signal.

75. (Currently Amended) A system according to Claim 74:

wherein the first notification signal further comprises an identification of a traffic light set of the traffic light configuration and an identification of the second notification signal;

wherein the second notification signal comprises an identification of [[a]] the traffic light assembly as relating pertaining to a left turn, a right turn or straight, and a state of [[a]] the traffic light assembly;

wherein the vehicle transponder is further configured to determine if a traffic light command violation occurred; and

wherein the vehicle transponder is configured to transmit by transmitting [[a]] the data packet including [[an]] the identification of the vehicle and/or at least one other parameter that indicates that a traffic light command violation occurred, in response to receiving the interrogation signal.

76. A system according to Claim 50 wherein the vehicle transponder is further configured to:

receive a first notification signal from a first notification device external to the vehicle that is functionally different from the interrogation device; wherein the first notification

signal includes information that indicates that the vehicle is approaching a traffic light configuration;

receive a second notification signal from a second notification device external to the vehicle that is functionally different from the interrogation device and from the first notification device; wherein the second notification signal includes information that indicates a state of a traffic light assembly; and

receive [[an]] the interrogation signal; and

wherein the vehicle transponder is configured to transmit by transmitting [[a]] the data packet further including an identification of the vehicle and/or at least one other parameter that indicates a state of a traffic light, in response to receiving the interrogation signal.

77. (Previously Presented) A system according to Claim 50 wherein the vehicle transponder is further configured to allow activation and/or de-activation thereof manually and/or remotely by an owner of the vehicle, an officer of the law, an insurance company and/or by a governmental agency.

78. (Previously Presented) A system according to Claim 50 wherein the vehicle transponder is further configured to confirm that transmitting and/or receiving is operative and/or is not being interfered with before transmitting.

79. (Currently Amended) A vehicular monitoring system comprising an interrogator that is configured to:

transmit an interrogation signal to a transponder; wherein the interrogation signal includes an identity associated with the interrogator, a Time-of Day (TOD) indication and a position associated with the interrogator and wherein the transponder is installed in a vehicle and the interrogator is external to the vehicle and at a distance from the vehicle;

receive a data packet from the transponder relating to a law, safety, traffic management and/or traffic control in response to having transmitted the interrogation signal; wherein the data packet includes the identity associated with the interrogator, the Time-of-Day (TOD) indication and the position associated with the interrogator; and

transmit a confirmation signal to the transponder in response to having received the data packet;

wherein the interrogation signal is transmitted by the interrogator at an interrogation frequency, the data packet is received by the interrogator at the interrogation frequency and the confirmation signal suppresses the transponder from providing at least one additional response to a respective at least one additional interrogation signal that is received by the transponder from the interrogator after the confirmation signal is received by the transponder.

~~comprising:~~

~~an interrogator that is configured to be mounted proximate to a roadway, in a law enforcement vehicle, proximate to and/or in a harbor or airport, proximate to and/or on a building, bridge, monument and/or other infrastructure and/or in a vehicle that transports an ensemble of units; the interrogator being further configured to transmit an interrogation signal that includes an indication of at least one parameter that is related to a law and/or safety, a request for information in accordance with and/or related to compliance or non-compliance with a law and/or safety, a request for information related to the content(s) of a vehicle and/or a unit, a request for information in accordance with and/or related to a traffic management and/or control process and/or to transmit information to a vehicle; and~~

~~wherein the interrogator is further configured to receive, a data packet including an indication that the vehicle and/or unit is in compliance or in non-compliance with a law and/or safety, a vehicular and/or unit state that is related to compliance or non-compliance with a law and/or safety, a state of vehicular and/or unit content(s) that is related to compliance or non-compliance with a law and/or safety and/or information relating to traffic management and/or control.~~

80. (Previously Presented) A system according to Claim 79 wherein the interrogator is further configured to receive by receiving from a vehicle, a data packet including an identification of the vehicle and/or an indication that the vehicle is speeding.

81. (Previously Presented) A system according to Claim 80 wherein the interrogator is further configured to transmit by transmitting the interrogation signal that includes an indication of a speed limit.

82. (Previously Presented) A system according to Claim 79 wherein the interrogation signal includes an indication of a speed limit and an indication of a position and/or a time-of-day at which the speed limit is in effect.

83. (Cancelled)

84. (Currently Amended) A system according to Claim 79 wherein the interrogation signal further comprises at least one of the following:

road, traffic, emergency, safety, alternate route and/or accident information;
weather information;
vehicular theft information;
commercial information;
personal messages; and/or
a request for information from a vehicle ~~and/or unit~~.

85. (Previously Presented) A system according to Claim 79:
wherein the interrogation signal includes identifications of stolen vehicles; and
wherein the interrogator is further configured to receive by receiving from the vehicle, a data packet including an identification of the vehicle and/or an indication that the vehicle is included in the identifications of stolen vehicles.

86. (Previously Presented) A system according to Claim 85 wherein the interrogator is configured to transmit the interrogation signal that includes identifications of stolen vehicles while the vehicle is stopped at a traffic light.

87. (Previously Presented) A system according to Claim 79 wherein the interrogation signal is transmitted over a selected frequency and/or code in a set of frequencies and/or codes and wherein the data packet is received over the selected frequency and/or code in the set of frequencies and/or codes.

88. (Previously Presented) A system according to Claim 79:

wherein the interrogator is further configured to receive by receiving from the vehicle, a data packet including an identification of the vehicle and/or an indication of a state of a traffic light.

89. (Previously Presented) A method according to Claim 79:

wherein the interrogator is further configured to receive by receiving from the vehicle, a data packet including an identification of the vehicle and/or an indication of a vehicular velocity proximate to a stop sign and/or that the vehicle has not stopped proximate to the stop sign.

90.-103. (Cancelled)

104. (Currently Amended) A method of monitoring a vehicular state, the method comprising:

transmitting data from a vehicle to a first device external to the vehicle in response to receiving data at the vehicle from a second device external to the vehicle;

receiving data at the vehicle from the first device external to the vehicle in response to the transmitting; and

refraining from transmitting from the vehicle following the receiving data at the vehicle from the first device external to the vehicle;

wherein receiving data at the vehicle from the first device comprises receiving data at a receiving frequency, transmitting data comprises transmitting data at the receiving frequency, the second device external to the vehicle is configured to transmit to the vehicle and not to receive from the vehicle and the first device external to the vehicle is configured to transmit to the vehicle and to receive from the vehicle, comprising transmitting data from a vehicle to at least one first device external to the vehicle in response to data received at the vehicle from at least one second device external to the vehicle.

105. (Currently Amended) A method according to Claim 104 wherein the [[at least one]] first device external to the vehicle is proximate to the vehicle and of the order of 100 meters or less from the vehicle and wherein the [[at least one]] second device external to the vehicle is distant from the vehicle and of the order of 1000 meters or more from the vehicle.

106. (Currently Amended) A method according to Claim 105 wherein the ~~[[at least one]]~~ second device external to the vehicle comprises a satellite and/or a terrestrial base station.

107. (Currently Amended) A method according to Claim 104 wherein the ~~[[at least one]]~~ first device external to the vehicle is distant from the vehicle and wherein the ~~[[at least one]]~~ second device external to the vehicle is proximate to the vehicle.

108. (Currently Amended) A method according to Claim 107 wherein the ~~[[at least one]]~~ proximate device is of the order of 100 meters or less from the vehicle and wherein the ~~[[at least one]]~~ distant device is of the order of 1000 meters or more from the vehicle.

109. (Currently Amended) A method according to Claim 108 wherein the ~~[[at least one]]~~ distant device comprises a satellite and/or a base station.

110. (Currently Amended) A system for monitoring a vehicular state, the system comprising a transponder that is in a vehicle and is configured to:

bidirectionally exchange data with at least one device external to the vehicle;
receive a confirmation signal from the at least one device external to the vehicle
indicating that data that has been transmitted by the transponder has been received by the at
least one device;

store the data that has been transmitted, in response to having received the
confirmation signal, if the vehicle and/or a content thereof has violated at least one aspect of
law; and

refrain from transmitting data to the at least one device after having received the
confirmation signal from the at least one device, even though a signal requesting data is
transmitted by the at least one device and received by the transponder after the transponder
has received the confirmation signal.

~~relating to a law, safety and/or traffic concern comprising a transponder that is configured to~~
~~mount in a vehicle and is further configured to bidirectionally exchange data between the~~
~~vehicle and at least one device external to the vehicle.~~

111. (Previously Presented) A system according to Claim 110 wherein the at least one device external to the vehicle is proximate to the vehicle and of the order of 100 meters or less from the vehicle.

112. (Previously Presented) A system according to Claim 110 wherein the at least one device external to the vehicle is distant from the vehicle and of the order of 1000 meters or more from the vehicle.

113. (Previously Presented) A system according to Claim 112 wherein the at least one device external to the vehicle comprises a satellite and/or a base station.

114. (Currently Amended) A [[system for]] monitoring a ~~vehicular state system~~ comprising a transponder that is configured to:

bidirectionally exchange data with at least one other device;
receive a confirmation signal from the at least one other device indicating that data
that has been transmitted by the transponder has been received;
determine if a law has been violated;
store at least a portion of the data that has been transmitted, in response to having
received the confirmation signal and having violated the law; and
refrain from transmitting data to the at least one other device after having received the
confirmation signal from the at least one other device, even though a signal requesting data is
transmitted by the at least one other device and received by the transponder after the
transponder has received the confirmation signal.
~~comprising a transponder that is configured to mount in a vehicle and is further configured to~~
~~transmit data from the vehicle to at least one first device external to the vehicle in response to~~
~~data received at the vehicle from at least one second device external to the vehicle.~~

115.-119. (Cancelled)

120. (Currently Amended) A [[method of]] monitoring method comprising:
exchanging data between a first and a second device;

receiving a confirmation signal at the first device indicating that data that has been transmitted by the first device has been received by the second device;
determining by the first device if a law has been violated;
storing at the first device at least a portion of the data that has been transmitted by the first device, in response to having received the confirmation signal and having violated the law; and
refraining by the first device from transmitting data to the second device after the first device has received the confirmation signal, even though a signal requesting data is transmitted by the second device and received by the first device after the first device has received the confirmation signal.

~~a vehicular state comprising transmitting data from a vehicle to at least one first receiving device external to the vehicle in response to data received at the vehicle from at least one first transmitting device external to the vehicle;~~
~~— wherein the at least one first transmitting device external to the vehicle receives data from at least one second transmitting device external to the vehicle; and~~
~~— wherein the at least one first receiving device external to the vehicle transmits data to at least one second receiving device external to the vehicle.~~

121.-181. (Cancelled)